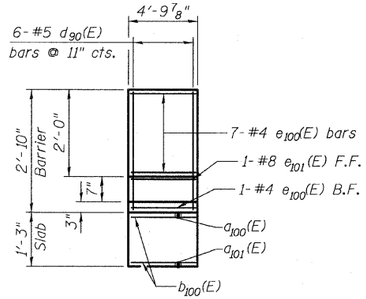
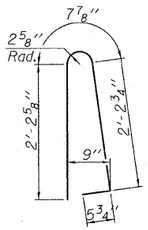
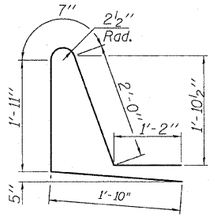
STATE OF ILLINOIS
DEPARTMENT OF TRANSPORTATION



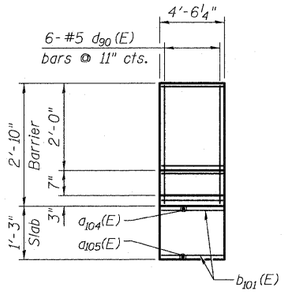
INSIDE ELEVATION OF NORTH BARRIER



BAR $d_{80}(E)$



BAR $d_{87}(E)$

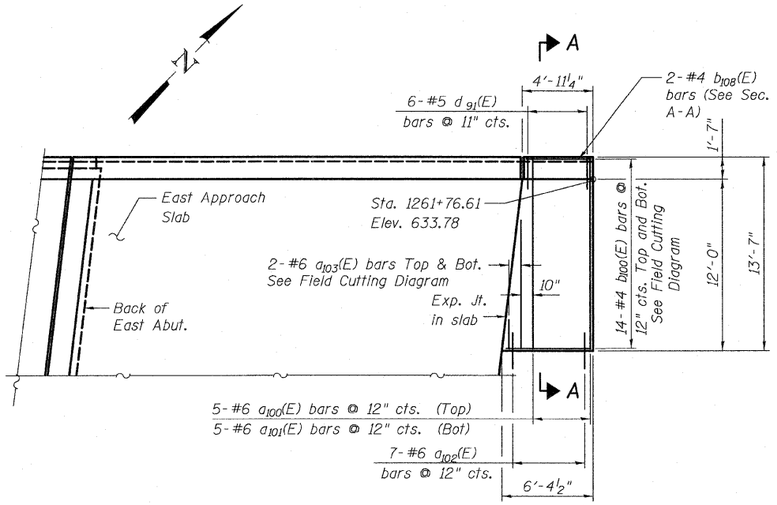


INSIDE ELEVATION OF SOUTH BARRIER

(See Sheet 36 of 62 for additional details)

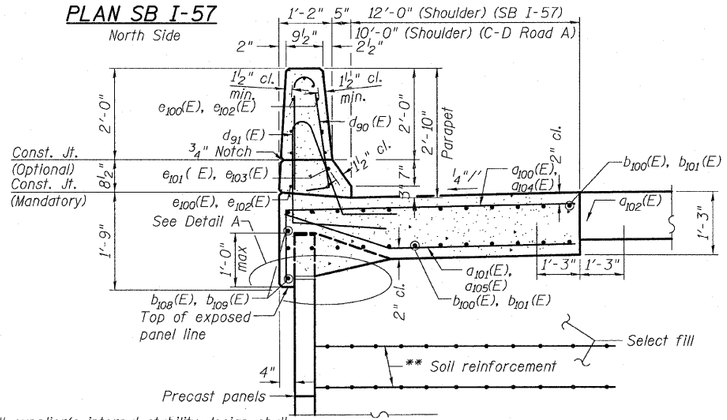
BILL OF MATERIAL

Bar	No.	Size	Length	Shape
$a_{100}(E)$	5	#6	14'-8"	
$a_{101}(E)$	5	#6	13'-3"	
$a_{102}(E)$	11	#6	2'-6"	
$a_{103}(E)$	4	#6	10'-11"	
$a_{104}(E)$	4	#6	12'-8"	
$a_{105}(E)$	4	#6	11'-3"	
$a_{106}(E)$	2	#6	9'-3"	
$a_{110}(E)$	2	#6	8'-0"	
$b_{100}(E)$	28	#4	10'-9"	
$b_{101}(E)$	24	#4	7'-6"	
$b_{108}(E)$	2	#4	4'-7"	
$b_{109}(E)$	2	#4	4'-3"	
$d_{80}(E)$	12	#5	5'-7"	
$d_{87}(E)$	12	#5	7'-6"	
$e_{100}(E)$	8	#4	4'-5"	
$e_{101}(E)$	1	#8	4'-5"	
$e_{102}(E)$	8	#4	4'-3"	
$e_{103}(E)$	1	#8	4'-3"	
Concrete Superstructure		Cu. Yds.	7.2	
Reinforced Bars, Epoxy Coated		Pound	1,080	



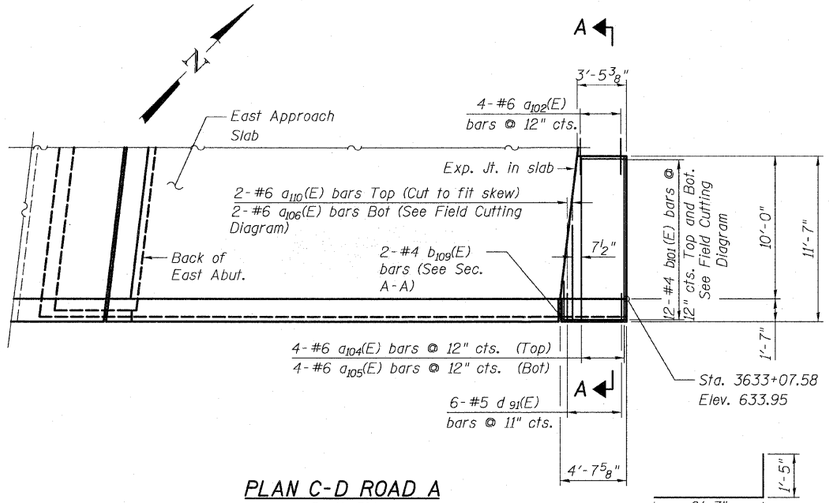
PLAN SB I-57

North Side



** The M.S.E. wall supplier's internal stability design shall account for the anchorage slab's bearing pressure surcharge of 1.0 ksf and horizontal sliding force of 0.5 kips/ft. of wall.

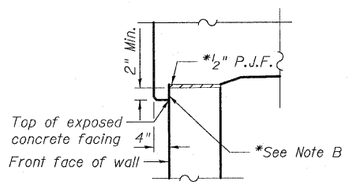
SECTION A-A



PLAN C-D ROAD A

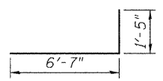
South Side

*Cost included with Concrete Superstructure.

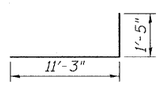


DETAIL A

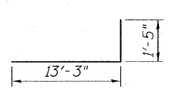
Note B:
*Bond breaker membrane on top and front of fascia wall.



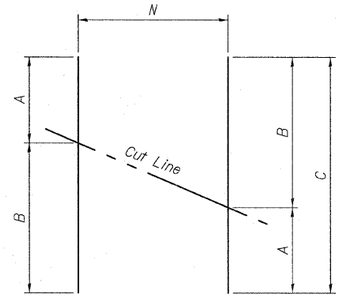
BAR $a_{110}(E)$



BAR $a_{104}(E)$



BAR $a_{100}(E)$



FIELD CUTTING DIAGRAM

Bar	N	A	B	C
$a_{103}(E)$	2	2'-0"	8'-11"	10'-11"
$a_{106}(E)$	1	2'-8"	6'-7"	9'-3"
$b_{100}(E)$	14	4'-8"	6'-1"	10'-9"
$b_{101}(E)$	12	3'-2"	4'-4"	7'-6"

Order bars full length. Cut as shown and use remainder of bars in opposite face

EAST ANCHORAGE SLAB DETAILS
S.N. 016-1252

TY·LIN INTERNATIONAL	DESIGNED - DY	REVISIONS		SHEET NO. 35	F.A.I RTE.	SECTION	COUNTY	TOTAL SHEETS	SHEET NO.
	CHECKED - AD,LS	NAME	DATE	62 SHEETS	57	1414.2B	COOK	516	348
	DRAWN - DY,EI						CONTRACT NO. 60J27		
	CHECKED - LS,SP,PDF				FED. ROAD DIST. NO. 1	ILLINOIS	FED. AID PROJECT		
	DATE - 03/18/10								

P:\60254057-2941\STRUCTURAL\I-57 OVER RAMP B\final submittal 03-17-2010\final submittal 03172010\016I251-60J27-035-E_ANCH_SLAB.dgn 9:54:29 AM 3/18/2010